

Transportation Implementation Work Group Meeting Summary**Thursday, September 11th, 9:00a.m. – 4:30p.m****Pierce Transit Building 5 Training Center Rainier Room****3720 – 96th ST SW, Lakewood, WA 98499****Attendance**Co-Leads:

Dennis McLerran
Katy Taylor
Lon Wyrick

Puget Sound Clean Air Agency
Washington Department of Transportation
Thurston Regional Planning Council

Workgroup Members:

Barbara Culp
Bonnie Geers
Lynne Griffith
Jemae Hoffman
Bryan Imai
Wayne Grotheer
KC Golden
Gordon Black
Dan Keefer
Kim Lyons
Bonnie Mager
Michael McGinn
Dave Overstreet
Ashley Probart
Bob Saunders
Harold Taniguchi
Liz Warman

Children's Hospital & Regional Medical Center
Weyerhaeuser/Quadrant Homes
Pierce Transit/Washington State Transit System
Seattle Department of Transportation
Washington State Auto Dealers Association
Port of Seattle
Climate Solutions
Bicycle Alliance of Washington
PACCAR/Kenworth Trucks
Washington State University Energy Program
Spokane County Commissioner
Sierra Club
American Automobile Association
Association of Washington Cities
Washington Department of Ecology
King County
Boeing and Commute Reduction Program

Absent:

Genesee Adkins
Bill Clarke
Carol Moser
Carla Pryne
Preston Feight
Bill Kidd
Mike Kreidler
Glenn Miles
Kurt Vinnish
Larry Pursley

Transportation Choices Coalition
Washington State Association of Realtors
Washington State Transportation Commission
Earth Ministry
PACCAR/Kenworth Trucks
British Petroleum
Washington State Insurance Commissioner
Spokane Regional Transportation Council
Tribal Transportation Planning Organization
Freight/Trucking Industry

(On telephone: Jeff Olsen)

Technical Staff and Support:

Morgan Ahouse
Jeffrey Ang Olson

Sierra Club
Center for Climate Strategies

David P. Beal	Sound Transit
Louise Bray	Piece Transit
Keith Cotton	Washington State Department of Transportation
Anne Criss	Washington State Department of Transportation
Mary Fleckenstein	Washington House of Representatives
Karin Landsberg	Washington State Department of Transportation
Brian Lagerberg	Washington State Department of Transportation
Ann McNeal	Sound Transit
Andy Mortensen	Transportation Group
Leslie Stanton	Puget Sound Clean Air Agency
Peter Thein	Washington State Transit Association
Gary Prince	King County
Rob Willis	Ross & Associates Environmental Consulting, Ltd.
Zac Eskenazi	Ross & Associates Environmental Consulting, Ltd.

Background Documents

(Available online at http://www.ecy.wa.gov/climatechange/2008CAT_iwg_tran.htm)

- Agenda
- T-4: Compact and Transit Oriented Development Discussion Paper
- T-4: Article from the Sunday Washington Post
- T-3: Transportation Pricing Context Document
- T-3: Information and links on Transportation Pricing public opinion

Discussion Items and Key Issues

1. Transit, Rideshare and Commuter Choice (T-1 Subgroup) Update

- 1.1. The T-1 members presented some of their underlying assumptions. The T-1 sub-group has identified barriers and proposed realistic goals to remove those barriers.
 - 1.1.1. The TIWG has identified a need to develop specific public transportation strategies. One suggestion was to convert existing lanes into HOV lanes and bus only lanes. Existing rights of way should be repurposed.
 - 1.1.2. The group is also considering the movement of goods and not focus all the attention on the transit side.
- 1.2. Members noted the importance of the Blue Sky concept. The TIWG has been asked to frame its message so it is understandable. The Blue Sky Scenario will be descriptive rather than solely focused on the numbers. Highlights from the Blue Sky Program discussion include:
 - 1.2.1. People should start thinking about shifting the mode of transportation. One way to do this is by providing people with incentives and disincentives to get them to change their behaviors around transportation.
 - 1.2.2. Another strategy is to build more livable communities with more transportation options and educate people about potential solutions to transportation problems.
 - 1.2.3. One proposal to achieve the 2011 goal and the 2020 goal: By 2011, Washington should have 2000 vans on the road, doubling the vanpool from what is currently available. The group will examine constraints around achieving this goal.
- 1.3. The group will consider demand for ride sharing and commuting needs, and the potential outcomes if caps are set and demand shifts.
- 1.4. Telework as a strategy:

- 1.4.1. Based on Commute Trip Reduction data, telework is one of the top ways to encourage people not to drive alone.
- 1.4.2. However, teleworking and carpooling may not be as effective in reducing VMT. These methods may just shift how people are driving and not how much they drive overall.
- 1.4.3. One recommendation is to update Rideshare.com and include information on incentives and pricings.
- 1.4.4. Microsoft is interested in supporting a ride-share system that is based more on real time. Microsoft has offered to give a presentation to the TIWG about how a real time carpooling system would work.

2. Transportation Pricing (T-3 Subgroup) Update

- 2.1. The T-3 Subgroup met on Monday, September 8, 2008. The group considered principles of a transportation pricing policy and ways to bring climate change into the equation.
- 2.2. If the system is priced for efficiency, there will be a 5% reduction in greenhouse gas emissions. If the pricing is on a cost per trip or cost per mile basis, there will be a 10% reduction in greenhouse gas emissions. These are considered conservative reduction assumptions because the money will likely be reinvested back into public transportation, which will reduce greenhouse gases emissions further.
- 2.3. The group suggested designing pricing policies that will maximize VMT reduction.
- 2.4. The TIWG discussed the potential effect of pricing strategies on commerce, and ensuring that pricing policies do not negatively affect commerce. One suggestion was to use hot lanes to mitigate the potential impacts to commerce. Hot lanes would exempt freight vehicles from tolls and other costs of using the highway system.
- 2.5. The TIWG discussed structuring a tolling system to reduce greenhouse gas emissions and VMT. Guidelines can provided on how the revenues will be used and how the tolls will be set and adjusted. Tolling can help address the revenue problems. Revenues from tolls could be used to fund not only transit, but also bike lanes and sidewalks.
- 2.6. It was suggested that the group not get hung up on rate setting. Tolls and pricing can be used as separate strategies.

3. Compact and Transit Oriented Development (T-4) Discussion

- 3.1. The TIWG discussed design standards to increase efficiency and transit options, such as designing a 3-lane road with bike lanes, sidewalks and turn lanes rather than a 4-lane road. The T-4 sub-group will further explore design standards and street design standards.
- 3.2. Most communities have reexamined their streets and want to redesign them to increase their options and efficiency. Recommendations should include a reexamination of existing streets as a first step to ensure that communities have streets that meet their needs.
- 3.3. Incentive programs can be designed that encourage compact development. Public money can be shifted to support this type of development rather than supporting sprawl. TIWG members will provide language on how incentives could be structured for developers who choose dense development.
- 3.4. The TIWG reviewed the T-4 handout:
 - 3.4.1. The TIWG affirmed the proposed language on page five of the T4 document.
 - 3.4.2. Housing and Employment Density (page 1) language added between 1 and 2. Kathy will email Rob the updated language of one of the bullets in section 1
 - 3.4.3. Kathy will provide new language to Rob about including tax credits and revolving loan funds as potential revenue sources.

4. Messages from the Transportation IWG to the CAT

- 4.1. The TIWG, CAT, and State have to be bold if there are to be demonstrable results. The challenge of climate change is real, and requires immediate action to implement short-term strategies and immediately begin implementing the more difficult, long-term strategies.
- 4.2. Solutions to the problems reflect a significant departure from business as usual, and require rethinking how we approach our transportation system.
- 4.3. A fundamental shift in priorities is needed to make GHG/VMT reductions a primary policy driver and ensure that the transportation system reflects these priorities. This can be accomplished in part by making funding decisions in the transportation sector that reflect this shift. There is a funding crisis which requires not only new dollars but reprioritizing existing dollars
- 4.4. The scale of the problem dictates the scale of the solution. The TIWG recommends that the CAT not pick and choose from its list of recommendations because the solution is not a matter of one program or the other, but requires a broad, multi-pronged approach. The TIWG is committed to providing scalable solutions to make implementation across the board easier.
- 4.5. The solutions being proposed are inextricably linked. The success of compact and transit-oriented development depends on appropriate transit services. The success of transit depends in part on the demand created by a transportation pricing strategy. The success of the transportation pricing strategy depends on getting transit right.
- 4.6. The TIWG's work is not done. The group has focused on VMT reduction and made the most progress on these strategies. Work is now beginning on non-VMT strategies. The group summarized where they are, and where they expect to get by the end of the process:
 - 4.6.1. A description of a bold new future that integrates and describes the three major VMT reduction strategies, with expected VMT/GHG reductions based on the best available and most reliable methodology.
 - 4.6.2. A description of funding options, including how the transportation system and its current funding paradigm will have to shift to make VMT/GHG a new primary policy driver.
 - 4.6.3. A description of what a Transportation Pricing Strategy if VMT/GHG were a policy driver and what implementation might look like.
 - 4.6.4. Detailed goals, dollars, and VMT/GHG numbers for the T-1 strategies
 - 4.6.4.1. The group was able to achieve a greater level of specificity in the calculations this year compared to last year's analysis.
 - 4.6.4.2. The additional detail available for certain strategies has allowed some of the assumptions contained in the CAT I report to be refined.
 - 4.6.4.3. However, the numbers do not complexly account for the high interrelatedness of the strategies, which may increase the overall VMT/GHG reductions possible.
 - 4.6.5. The TIWG will forward specific compact and transit-oriented development recommendations on Housing and Employment Density, Parking Management, Bicycle and Pedestrian, Concurrency, and Brownfield.
 - 4.6.6. The TIWG is exploring non-VMT strategies, and will forward any resulting solutions that are bold and consistent with GHG/VMT as a new policy driver.
- 4.7. The TIWG is committed to assuring that the package of recommendations is responsive to all constituents in Washington State. Robust discussions will continue to assure that these recommendations are fair to commerce, and that all citizens of Washington are aware of the implications.

Next Steps, Logistics and Schedule Information:

- Members of the group volunteered to identify non-VMT strategies developed by the subgroups and provide a write up for the September CAT Meeting.
- Several members volunteered to attend the Highway User Meeting that will be held on October 20, 2008.
- Several members volunteered to prepare an action statement about the funding crisis and transit crisis.

Next Meeting

The next TIWG meeting will be on October 9 and 10, 2008. The October 9, 2008 meeting will be from 9am-4:30pm at the Amsterdam Room located in the Sea-Tac Airport. The October 10, 2008 meeting will be 9am-4:30pm at the Department of Ecology Headquarters in Olympia, Washington.